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San Francisco County Transportation Authority

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NOTICE OF PREPARATION (NOP)

ENVIRONMENTAL IMPACT REPORT (EIR)

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY: EXPENDITURE PLAN AND SALES TAX REAUTHORIZATION

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Date: May 7, 2003

To: Responsible Agencies, Interested Parties, and Organizations

From: Tilly Chang – Manager of Planning

Subject: **Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the San Francisco County Transportation Authority Proposed Expenditure Plan and Sales Tax Reauthorization**

The San Francisco County Transportation Authority (Authority) is preparing an Expenditure Plan for the reauthorization of the 1989 Proposition B transportation sales tax, and is developing a programmatic Environmental Impact Report (EIR) for the Expenditure Plan. The Authority, as Lead Agency under the California Environmental Quality Act (CEQA), requests your input regarding the scope and content of environmental analysis that is relevant to your agency's statutory/regulatory responsibilities in order to ascertain potential impacts of the proposed program of projects. The Authority, in compliance with CEQA, will direct the preparation of an EIR for the project. The project description is provided on the following pages. An initial study is not attached, and is not required.

CEQA Guidelines Section 15082(b) mandates each Responsible Agency to respond to a NOP within thirty days (30) after receipt. The review period will extend from May 8, 2003 through June 9, 2003. Please send your written response, with the name of your agency contact person, to the following address:

Tilly Chang, Manager of Planning
San Francisco County Transportation Authority
100 Van Ness Avenue, 25th Floor
San Francisco, CA 94102

Your views and comments on how the project may affect the environment are welcomed. Please contact Tilly Chang at (415) 522-4832 if you have any questions regarding this NOP.

Tilly Chang 5/7/03

Tilly Chang, Manager of Planning Date
San Francisco County Transportation Authority

NOTICE OF PREPARATION (NOP)

ENVIRONMENTAL IMPACT REPORT (EIR)

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY: EXPENDITURE PLAN AND SALES TAX REAUTHORIZATION

1. PROJECT TITLE:

San Francisco County Transportation Authority: Expenditure Plan and Sales Tax Reauthorization

2. LEAD AGENCY NAME AND ADDRESS:

San Francisco County Transportation Authority
100 Van Ness Avenue, 25th Floor
San Francisco, CA 94102

3. CONTACT PERSON AND PHONE NUMBER:

Tilly Chang, Manager of Planning
San Francisco County Transportation Authority
P: (415) 522-4832
F: (415) 522-4829
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4. PROJECT LOCATION:

The Authority is the transportation planning and programming agency for the City/County of San Francisco. San Francisco is the only jurisdiction in California where the City and County governances share the same physical boundary. As shown in Figure 1, the City is located at the northern end of the San Francisco Peninsula and forms the southern portion of the mouth to San Francisco Bay. The City's 46.7 square miles are bordered by the Pacific Ocean to the west, the San Francisco Bay to the north and east, and the cities of Daly City and Brisbane to the south.

San Francisco is an active, compact city laid out on a street grid over rolling topography. Any combination of autos, busses, cable cars, bicyclists and pedestrians can be found moving up and over the city's many hills. The City has long been a magnet for business, culture, retailing, tourism and education. Its rich 150-year history reflects the cultures of the world and gives energetic diversity to its neighborhoods. San Francisco serves as the center of the region, drawing visitors from near and far to a wide range of restaurants, theaters and other nightlife, museums, shopping, special events and festivals, historical sites, and other attractions.

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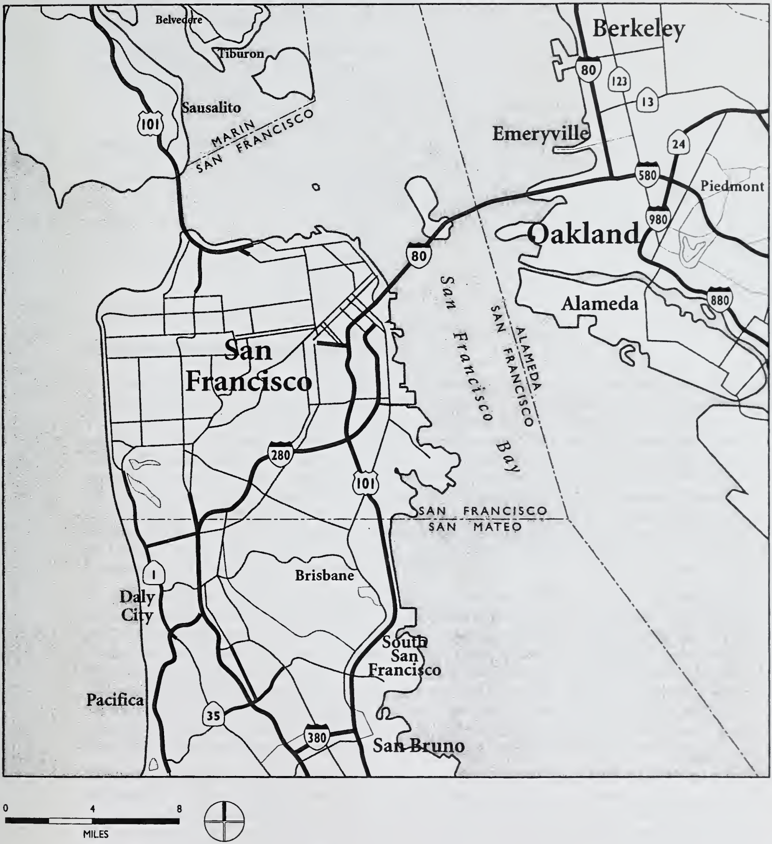

Figure 1
Regional Location of San Francisco

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5. PROJECT SPONSOR'S NAME AND ADDRESS:

San Francisco County Transportation Authority
100 Van Ness Avenue, 25th Floor
San Francisco, CA 94102

6. GENERAL PLAN DESIGNATION:

Per City/County of San Francisco General Plan.

7. ZONING:

Per City/County of San Francisco Zoning Ordinance.

8. DESCRIPTION OF PROJECT:

EXPENDITURE PLAN AND SALES TAX REAUTHORIZATION

In September 2002, the Authority adopted a schedule for the creation and adoption of an Expenditure Plan for a transportation sales tax reauthorization. The Authority proposes to rescind the current ½-cent sales tax (authorized through Proposition B) and substitute a tax of the same amount, which would start collection in April 2004 and continue for a period of thirty (30) years. The local transportation sales tax rate of ½-cent would not change. The Authority could bond against this revenue stream starting in 2004, and leverage significant amounts of state and federal funding by doing so. It is important to understand that by rescinding and authorizing at the same time, the Expenditure Plan would essentially be revised to provide funding for transportation needs that have surfaced since the original 1989 Expenditure Plan was approved and structured to take advantage of discretionary funding opportunities. If adopted by the Board of Supervisors, a sales tax ordinance will be placed on the November 2003 ballot.

Development of the Authority's Countywide Transportation Plan (CWTP) serves as the foundation of the Expenditure Plan. The Expenditure Plan reflects the policy goals and priorities identified in the CWTP and includes a program of investments to implement the Plan. If approved by the voters of San Francisco, the sales tax measure would enable sales tax revenues to be collected over a thirty (30) year period in San Francisco, for use toward transportation investment. For purposes of this EIR analysis, the proposed project is a program of investments to be funded by a sales tax of ½ cent for a period of 30 years (2033). In addition, both the No Project Alternative and a One-Cent Sales Tax Alternative will be evaluated in the program EIR. As a program EIR, the impact assessment will focus on the Expenditure Plan and Sales Tax Reauthorization as one set of projects and programs.

The primary objectives of the Expenditure Plan are to implement the goals of the CWTP through investment in a set of projects and programs that encompass planning, maintaining and improving the city's multi-modal transportation system. The proposed Expenditure Plan for reauthorization of the ½ cent sales tax has a structure similar to the existing Expenditure Plan, with four main categories of projects and programs: Transit, Paratransit, Streets and Traffic Safety, and Transportation System Management/Strategic Initiatives, although some sub-categories are organized differently (e.g. Bicycle and Pedestrian projects are proposed to be included under Streets and Roads instead of Transportation System Management) and new sub-categories are proposed (e.g. Traffic Calming). The investment breakdown, by category, is shown in Chart 1 and listed in Table 1.

Chart 1: Investment Priorities under the Proposed Expenditure Plan (Prop B Allocations)

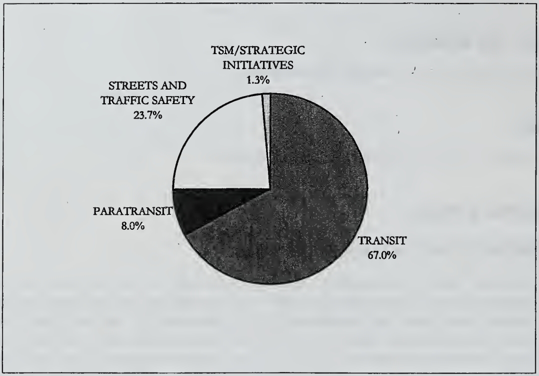

Table 1: Proposed Expenditure Plan Summary (DRAFT)

	Total Cost	*%*	*Total Prop B*	*%*
A. TRANSIT	9,121.94	77%	1,692.52	67.0%
1 Signature Projects (Expansion, Performance and Connectivity)	3,704.5		653.5	
a. MUNI	1,217.0		286.0	
BRT/TPS Network + Real Time Transit Info	500.0		90.0	
Central Subway (3rd St. LRT Ph:2)	647.0		126.0	
3rd Street Light Rail (Ph: 1)	70.0		70.0	
b. Caltrain	2,142.5		312.5	
Downtown Ext./Transbay Terminal	1,885.0		270.0	
Electrification from SF to Gilroy	182.5		20.5	
Baby Bullet Phase 2	75.0		22.0	
c. BART Station Access and Safety	100.0		10.5	
d. Ferry	85.0		5.0	
e. Transit Enhancements	160.0		39.5	
2 Maintenance/Replacement (BART, JPB, MUNI, GG)	5,417.4		1,039.0	
a Vehicles	3,380.0		575.0	
b Facilities	580.1		115.7	
c Infrastructure	1,457.3		348.3	
B. PARATRANSIT	580.0	5%	202.0	8.0%
1 Vehicles	30.0		5.0	
2 Operational Support	550.0		197.0	
C. STREETS AND TRAFFIC SAFETY	2,133.2	18%	600.2	23.7%
1 Major Capital Projects	539.7		116.8	
a. Doyle Drive	420.0		90.0	
b. Bi-County and Other	119.7		26.8	
2 System Operations and Efficiency	155.5		60.6	
a. New Signals and Signs	55.5		41.0	
b. SF Go (All Modes)	100.0		19.6	
3 Maintenance/Replacement	1,153.2		276.7	
a. Traffic Signs and Signals	170.5		99.9	
b. Pavement Resurfacing and Rehabilitation	943.6		162.0	
c Pedestrian and Bicycle Facility Maintenance	31.8		14.1	
d. Other	7.3		0.7	
4 Bicycle and Pedestrian	265.0		145.0	
a. Traffic Calming	120.0		60.0	
b. Pedestrian Circulation/Safety	20.0		10.0	
c. Bicycle Circulation/Safety	40.0		20.0	
d. Curb Ramps/ADA	50.0		20.0	
e. Tree Planting and Maintenance	35.0		35.0	
D. TSM/STRATEGIC INITIATIVES	20.0	0.2%	33.2	1.3%
1 TDM/Parking Management	20.0		13.2	
2 Incentives for Transportation/Land Use Coordination	30.0		20.0	
Total Programmed	**11,865**	**100%**	**2,527**	**100%**
Projected Available Funding	**11,960**		**2,250**	
Surplus/Deficit	95		(277)	

Source: San Francisco County Transportation Authority, May 2003

Highlights of the proposed Plan include:

1. Transit funds are allocated not just to MUNI, the local transit operator, but also to regional operators such as BART and Caltrain, and to ferries. The majority of the transit funds, however, are still for MUNI. In general, transit investment is targeted to network improvements such as system connectivity and reliability. The existing commitment to paratransit is also maintained.
2. Funds are allocated to four proposed signature projects: the Central Subway; extension of Caltrain to a rebuilt Transbay Terminal; a Bus Rapid Transit system on two key corridors; and the reconstruction of Doyle Drive (the access to the Golden Gate Bridge through the Presidio). These committed projects leverage sizable amounts of federal, state and regional funding.
3. The Streets and Traffic Safety category now includes pedestrian and bicycle projects. In the current Proposition B Expenditure Plan, these projects are included in the Transportation System Management (TSM) category, which is only 2 percent of the total Expenditure Plan. In the proposed Expenditure Plan, funds for bicycle and pedestrian projects have been increased significantly, and they are placed in Streets and Traffic Safety because they are part of a continuum of efforts to make better use of the entire street right of way, from property line to property line, which is shared by all modes of transportation, including cars, buses, bicycles and pedestrians.
4. The Plan takes responsibility for paying for the local share of deferred transit and roadway maintenance. In order to capture around $7 billion in regional, state and federal funds for transit maintenance, the plan must put in place $1.3 billion in local matching funds. This is a very significant number (about half of the total revenues expected from the reauthorized tax), but it is unavoidable if the City wants to maintain the current system and avoid much larger rehabilitation costs, which would occur if regular maintenance were not performed.
5. The Plan creates a new sub-category under Streets and Traffic Safety for traffic calming projects around the City. These projects respond to the growing clamor from neighborhoods to provide an answer to the street safety problems caused by increased cut through traffic in the neighborhoods and related issues. Approximately $4 million per year would be made available to install speed humps, chicanes (narrowing of travel lanes), ladder crosswalks and sidewalk bulb-outs throughout the city, according to a system of priorities tied to safety and neighborhood acceptance.
6. The Plan creates a new category to pay for strategic initiatives, including studies to better integrate transportation with land use densification efforts, such as infill housing development along transit corridors like Geary, Mission and Van Ness, and to provide small scale, highly cost-effective solutions like parking management in the neighborhoods.

EXPENDITURE PLAN SIGNATURE PROJECTS

The Expenditure Plan is composed of many projects and programs, representing physical transportation improvements as well as maintenance and repair programs. The four signature projects in the Plan include the Bus Rapid Transit (BRT) Network, the new Central Subway, the extension of Caltrain to the new Transbay Terminal, and replacement of the southern access to the Golden Gate Bridget (Doyle Drive). The locations of these projects are shown in Figure 2. The specific impacts of these projects are being analyzed in individual environmental analyses, pursuant to CEQA.

Bus Rapid Transit (BRT) and Transit Preferential Streets (TPS) Network

The centerpiece of the proposed Expenditure Plan is the development of Bus Rapid Transit (BRT) corridors along Geary Blvd.,Van Ness Avenue and Potrero Avenue, complemented by Transit Preferential Streets (TPS)[1]. Together, the BRT and TPS corridors create an integrated citywide network of high-speed bus service, as an overlay on existing rail service by MUNI, BART and Caltrain.

The new BRT services would include gradual conversion of the fleet to low-floor articulated vehicles with multiple doors, complemented by a proof-of-payment fare system, which will allow much faster boarding and alighting of passengers and shorter dwell times at stops. Among the features of BRT/TPS are traffic signal preemption (to give priority to buses), and real time indicators, to provide critical information to passengers such as the arrival time of the next bus. Small BRT stations and reserved bus lanes would further reinforce the sense of permanence of this service.

This network will result in increased transit performance, decreased travel times and more seamless connectivity between transit systems throughout the city. The concept of BRT/TPS is to radically improve the actual level of transportation service provided by buses – particularly speed, reliability, and comfort – along with raising the perception of bus service, so that people will find bus travel more attractive and choose to use it regularly.

New Central Subway

The Central Subway is the second phase of the 3rd Street Light Rail Line, currently under construction. The 3rd Street Light Rail line connects the Caltrain Station at the San Mateo county line (in Visitacion Valley) to the Caltrain Depot near Pac Bell Park. The Central Subway would extend this 3rd Street line in a subway along 3rd or 4th Street, serving the South of Market neighborhood and the Moscone Convention Center; the subway would cross under Market St., serve Union Square and end in Chinatown.

The Central Subway will link Chinatown to Market Street, BART, and MUNI Metro with a station at Third Street and an underground pedestrian connection to the Montgomery Station. The Central Subway could share link to potential future rapid transit service on Geary Blvd., via a Union Square Station at Geary and Stockton.

This subway will greatly improve transit travel time to downtown from San Francisco's southeastern neighborhoods while enhancing access to and from Chinatown. It will increase transit capacity and level of service in a north-south direction in the Downtown, to complement the already plentiful east-west service. The Central Subway will connect regional transit with Chinatown, which is currently not served by rapid transit. It is expected to carry nearly 90,000 people a day, making it the second most utilized among all the new start projects throughout the country, proposed for funding under the Federal Transit Administration's New Starts Program.

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[1] TPS stands for Transit Preferential Streets. This is a concept similar to BRT, but without the exclusive bus lanes or special BRT stations. It is implemented on corridors where the right of way is not available to reserve a lane for the buses. Other components, however, are similar. The same buses that operate BRT corridors can and will operate on TPS streets.

Caltrain Downtown Extension (DTX), Transbay Terminal

This project will build a new Transbay Terminal at the current site at Mission and 1st Streets, and extend the Caltrain commuter rail service in a 1.3-mile tunnel from its current terminus at 4th and King, to the new Transbay Terminal. As a separate but concurrent project, the Caltrain Joint Powers Board is planning to electrify the entire Caltrain Corridor between San Francisco and Gilroy. Both the tunnel and the new terminal building will be designed specifically to accommodate high-speed rail trains.

Structural additions to retrofit the Terminal following the 1989 Loma Prieta Earthquake have compromised the architectural functionality of the building's passenger areas and limit its usability. Aside from the major transit connectivity benefits, a new Transbay Terminal will provide seismic and aesthetic relief to the city's most important transit node. In addition, the extension of Caltrain service to the Transbay Terminal fills an essential gap, connecting transit services in the northern Peninsula and Bay Bridge corridors.

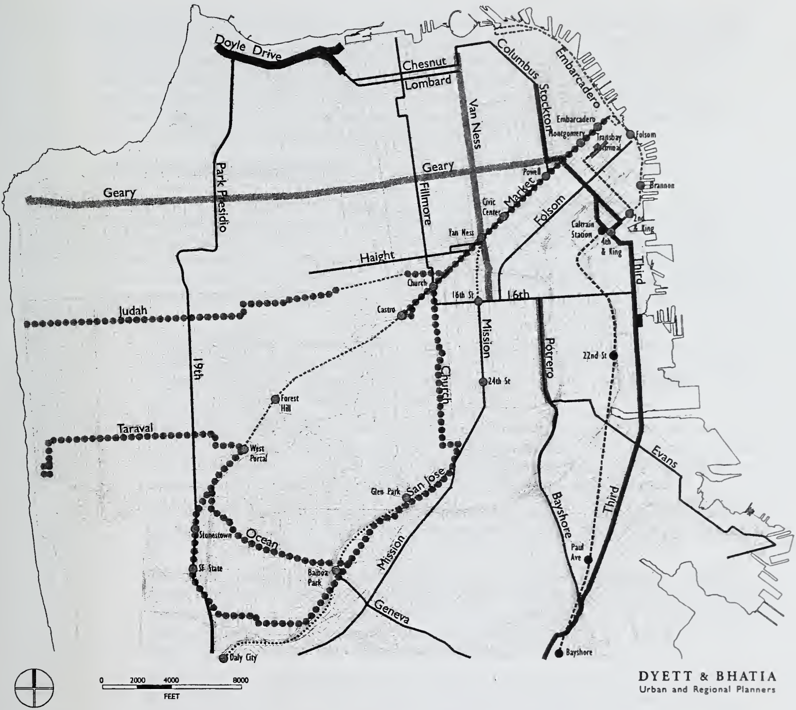
The main benefits of this project result primarily from the extension of Caltrain service to the new terminal thereby improving regional connectivity and reducing transit travel times. Today, Transbay is the place with the highest transit connectivity in the entire region, served by five different transit providers. Yet, the terminals for East Bay and Peninsula rail services have a major gap: the Caltrain terminal is still at 4th and King. Moreover, a substantial amount of congestion along US 101 in San Francisco is caused by through-trips between work locations in northern San Mateo County and residential areas in Alameda County.

The extension of Caltrain service to the Transbay Terminal provides a transit alternative to the northern Peninsula and Bay Bridge corridors. The Caltrain DTX would generate the most new transit riders compared to other proposed rail extensions: between 40 and 60,000 people are expected to come through the terminal when it is completed. Finally, the project will secure San Francisco's place as the regional terminus for potential future high-speed rail service.

Golden Gate Bridge South Access - Doyle Drive Replacement

The South Access to the Golden Gate Bridge, also known as Doyle Drive, is a vital transportation link between San Francisco, the Presidio National Park, the Golden Gate Bridge, and the North Bay.

This project would replace the current south access to the Golden Gate Bridge with a new facility including tunnels, a parkway, and a causeway over a restored marsh in the Presidio. The replacement project will accomplish three major goals: provide direct multimodal access to the Presidio, improve earthquake safety, and improve operating safety, without increasing the vehicular capacity of the facility. The new facility will encompass two short tunnels – featuring natural ventilation – linked by a parkway. The tunnels would eliminate the visual and physical barrier created by the current elevated structure, and reconnect the Presidio with its Crissy Field coastline on San Francisco Bay. Tennessee Hollow, the Presidio's natural stream, would be linked to an expanded tidal marsh at Crissy Field. The South Access is envisioned to run on a causeway, creating a breathtaking entrance into San Francisco from the Golden Gate Bridge, affording five million visitors a year the most spectacular views of the Golden Gate Bridge and the city, and allowing direct transit access into the Presidio after seven decades of isolation. The design can also easily accommodate the potential extension of the F-line through Fort Mason and the Marina into the Presidio. A new transit center next to the restored Tennessee Hollow will allow people to walk to employment sites in the Presidio and improve pedestrian and bicycle connections, as well.



DYETT & BHATIA
Urban and Regional Planners

▬ Doyle Drive Replacement

▬ Bus Rapid Transit (BRT) Corridors

— Transit Preferential Streets (TPS) Bus Corridors

●●●●●●●●● Transit Preferential Streets Light Rail Transit (LRT) Corridors

……………… LRT - Not requiring Transit Preferential Streets

▬ Third Street LRT

||||||||||||||| Third Street Subway

------------ Caltrain

------------ Caltrain Extension

……………… BART

● BART/Muni LRT Stations

● Caltrain Stations

Figure 2

Proposed Expenditure Plan Projects

The South Access has been ranked by the Federal Highway Administration as the fifth worst bridge in the nation, and the worst in California. In addition to the seismic threat, including the possibility of structural failure through soil liquefaction at the east end, Doyle Drive does not provide direct access to the Presidio. The lack of shoulders and the absence of a dividing median result in dangerous operating conditions that often resolve in serious accidents. The new South Access will eliminate these dangerous conditions and enable direct access to the Presidio for cars and for the more than 18,000 transit riders that use the system every day.

OTHER EXPENDITURE PLAN COMPONENTS

The following section provides brief descriptions of the other types of projects and programs that comprise the proposed Expenditure Plan. In a number of descriptions, the term "programmatic improvements" is used. This refers to the concept of establishing programs for types of projects, such as traffic calming or the installation of new traffic signals, where the actual location of each project is not yet known or specified. The relevant information provided in these cases includes the kinds of projects that will be eligible for funding under the category, as well as the relative size of the category.

1. **Caltrain Electrification:** Convert Caltrain service, line, and locomotives from diesel-powered to electric-powered between San Francisco and Gilroy. The project includes all stationary systems, substations, and signal system modifications, along with new locomotive rolling stock. Costs reflect San Francisco share only.
2. **Caltrain Baby Bullet Phase 2:** Continued implementation of express tracks between San Francisco and San Jose to improve travel time and reliability. This work may include passing sidings, to allow express trains to bypass local service where double tracking is not appropriate and/or right of way is limited.. Costs reflect San Francisco share only.
3. **3rd Street Light Rail (Phase 1):** Complete construction of trackway, related facilities, and the Metro East light rail maintenance yard, and purchase of new LRVs, including additional LRVs for expanded Mission Bay service.
4. **BART Station Access and Safety:** Individual BART station upgrades to enhance accessibility and safety. Includes construction of emergency egress capacity (e.g. additional staircases), improved signage and security, additional elevators and fare-gates, and new MUNI/BART transfer fare-gates at Embarcadero and Civic Center stations. Also includes real-time traveller information and street-level plaza improvements.
5. **San Francisco Ferry Enhancements:** Improvements to downtown ferry terminals to accommodate a major increase in ferry ridership. Included are additional inter-modal connections, new ferry gates, improved emergency response, and landside improvements to serve increased ferry traffic.
6. **Transit Enhancements:** Programmatic improvement projects that promote system connectivity, close service gaps, improve levels of service, and expand transit services. Includes extension of existing trolleybus lines and electrification of motor coach routes, and purchase of additional trolley buses for new service. Extension of historic streetcar service from Fisherman's Wharf to Fort Mason, including purchase and rehabilitation of Historic LRV's for new service. Balboa Park station area access improvements to enhance bus and MUNI M-line transit connections. Purchase and installation of automatic passenger counters for MUNI vehicle fleet. Relocation of the Caltrain Paul Avenue station to Oakdale Avenue.

Limited F-line incremental operating and maintenance support. Purchase of additional LRVs to expand service and reduce crowding on existing J, K, L, M, and N MUNI metro lines. Other transit enhancements to be prioritized by the Transportation Authority.

7. **Transit Maintenance and Rehabilitation:** Maintenance and rehabilitation of transit systems, including:
    - *Vehicles:* Rail car, trolley coach and motor coach renovation and replacement; retrofit of diesel coaches to reduce emissions.
    - *Infrastructure:* Replacement of and improvements to emergency lighting, ventilation, and automatic train control systems; seismic retrofit, and track, signal, and overhead wire replacement and rehabilitation.
    - *Facilities:* Maintenance and rehabilitation of existing facilities for maintenance and operations, including equipment. Maintenance, rehabilitation and/or replacement of facilities for administration.
8. **Paratransit.** Continued support for paratransit operations including phased replacement of accessible vehicles and related equipment.
9. **Streets and Traffic Safety.** In addition to the South Access replacement project (Doyle Drive) (described above), the Expenditure Plan would include funding for roadway improvements such as continued upgrading of Bernal Heights streets (grand-fathered project) and repair of erosion along the Great Highway (US1). Also included are San Francisco's share of projects identified in the San Francisco/San Mateo Bi-County Study:
    - Bernal Heights street system upgrades;
    - Great Highway erosion repair;
    - San Francisco share of San Francisco/San Mateo Bi-County Study projects such as the extension of Carroll Avenue to connect Third Street to Bayshore Boulevard, the extension of Geneva Avenue across US 101, and Candlestick Point improvements;
    - A widened and bicycle-friendly Illinois Bridge.
10. **System Operations and Efficiency.**
    - *New Signs and Signals:* Programmatic improvements including maintenance and upgrade of signs and signals. Maintain and implement transit priority systems on select corridors including bus priority lane markings. Installation of new traffic signs and signals to improve traffic safety. Both maintenance and new installations may include provision of pedestrian countdown signals at intersections. Also includes upkeep and new implementations of lane markings, channelization and red light camera enforcement. Relocation of traffic maintenance shop to a new location. Electronic meters including meters that accept credit or pre-paid debit cards.
    - *SF Go:* Programmatic improvements to manage roadway operations for transit, traffic, cyclists, and pedestrians. Includes citywide responsive and adaptive signal control that enables transit and emergency vehicle priority and detection of bicycle and pedestrian users. Interconnect and traffic signal controller technology to optimize vehicle flows. Closed circuit TV and communications systems for emergency system and general control.

- *Roadway Maintenance:* Programmatic improvements to provide for roadway maintenance needs, including repaving and reconstruction of City streets to prevent deterioration of the roadway system, based on an industry-standard pavement management system designed to inform cost effective roadway maintenance. Replace street repair and cleaning equipment according to industry-standards, to reduce maintenance costs and increase efficiency. Public sidewalk repair and reconstruction citywide. Additional pedestrian facility improvements including stairways, retaining walls, guardrails and rock-fall barriers. Upgrades of substandard bicycle lanes; rehabilitation of bicycle paths, and reconstruction of MUNI passenger boarding islands. Continued contribution toward ongoing operating and maintenance costs for the Embarcadero Roadway, through 2014.
- *Traffic Calming:* Improvements to neighborhood streets to make them more livable and safe to use for all users – pedestrians, cyclists, transit, and autos Includes strategies to reduce traffic speeds and improve pedestrian and bicyclist safety and circulation such as: improvements to bicycle and walking routes (e.g. sidewalk widening, streetscape upgrades including landscaping), speed humps, corner bulb-outs, chicanes and channelization. New or improved pedestrian safety measures such as ladder crosswalks and pedestrian countdown signals. Development of neighborhood and school area safety plans citywide, including above-mentioned strategies and outreach and education programs supported by state programs like "Safe Routes to Schools". Funds for new traffic circles, signals and signage including flashing beacons and vehicle speed radar signs.
- *Bicycle Circulation and Safety:* Programmatic improvements to the transportation system to enhance usability and safety for bicycles. Includes enhancements to BART and Caltrain station access (lockers, security, bike lanes), bicycle parking facilities, and safety improvements. Support for bicycle outreach and education programs. Funds infrastructure improvements such as the addition of bicycle and pedestrian facilities on local streets and bridges (e.g. at Indiana Street bridge and 18th and 20th street bridges over I-280).
- *Pedestrian Circulation and Safety:* Improvements to the safety and usability of city streets for pedestrians. This includes flashing pavement reflection on crosswalks, pedestrian islands in the medians of major thoroughfares, sidewalk bulb-outs, and improved pedestrian circulation around BART and Caltrain stations.
- *Curb Ramps:* Construction of new wheelchair curb ramps and related roadway work. Reconstruction of existing ramps.
- *Tree Planting:* Planting of new street trees and maintenance of new and existing trees in public rights-of-way throughout the city.

11. Travel Demand Management.

- *TDM/Parking Management:* Develop and support continued TDM and parking requirements for downtown buildings, special event sites, and schools and universities. Includes neighborhood parking management studies. Support related projects that can lead to reduction of single-occupant vehicle dependence including car sharing and updating/development of the citywide Bicycle Plan, Pedestrian Master Plan, and traffic circulation plans. Conduct transit service planning including a route restructuring study to optimize connectivity with BRT network and major transit facilities (e.g. Transbay

Terminal and Balboa Park BART station). Funds for study and projects to improve access of disadvantaged populations to jobs and key services.

- *Transportation / Land Use Coordination:* Studies and ongoing planning for transit oriented development, support for neighborhood transportation planning, and funds to serve as local match for San Francisco and regional TLC/HIP programs that support transit oriented development and fund related improvements for transit, bicylists, and pedestrians.

9. SURROUNDING LAND USES AND SETTING:

As shown in Figure 1 (previous), San Francisco is located at the northern end of the San Francisco Peninsula and forms the southern portion of the mouth to San Francisco Bay. The City and County's 46.7 square miles are bordered by the Pacific Ocean to the west, San Francisco Bay to the north and east, and the cities of Daly City and Brisbane to the south.

10. OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED:

The Metropolitan Transportation Commission, the regional transportation planning agency, is required to review the proposed Expenditure Plan to ensure that it is consistent with San Francisco County's priorities and commitments as adopted in the 2001 Regional Transportation Plan. Additionally, construction of transportation improvements may require approval of state, federal and responsible trustee agencies that may rely on this EIR for information relative to their areas of expertise. However, specific physical projects identified in the Expenditure Plan will be subject to subsequent individual environmental reviews, pursuant to CEQA.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact". The EIR will include analysis of these environmental issue areas, as well as the mandatory analysis of growth inducing effects and cumulative impacts.

X Aesthetics
X Biological Resources
X Hazards / Hazardous Materials
Mineral Resources
Public Services
Utilities / Service Systems

Agriculture Resources
X Cultural Resources
X Hydrology / Water Quality
X Noise
Recreation
X Mandatory Findings of Significance

X Air Quality
X Geology /Soils
Land Use / Planning
Population / Housing
X Transportation/Traffic

DETERMINATION:

On the basis of this initial evaluation:

X I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Tilly Chang 5/7/03

Tilly Chang, Manager of Planning Date

for Maria Lombardo 5/7/03

José Luis Moscovich, Executive Director Date